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Hongkong, 17th April, 1907. 477.

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WEEKLY PRESS, July to December 1907

## INTIMATION

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THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 13th May, 1908.

table as now published is quite an imposing document, and conduced to a certain Bradshaw-like respect in the student thereof. After the war of 1894, it is generally remembered, there was quite an epidemic of concessions, but it is also remembered how for long there seemed little prospect of these developing into actual lines. Pressure in more than one direction had to be applied, and now, in this year of grace, and if we include Manchuria, we can proudly point to well over three thousand miles of railway lines actually laid down, with another thousand in the making, and four thousand miles surveyed and/or sanctioned. The three thousand miles of railway now in use serve to indicate what will happen when all that are projected are made. The Chinese are taking to railway travelling like ducks to water, we are told. The passenger carriages are crowded, and the goods trucks also would be crammed with merchandise, but for that little misunderstanding about *lithin*. As it is, observers claim to have noticed a distinct dwindling effect upon the parochialism of the Chinese in the neighbourhood of available railways. Wider outlook, growth of interest in broader issues, is being traced in some districts to the influence of the Puffing Billy. Those are foreign observations, however. The Chinese are not quite awake yet to these immaterial or indirect benefits. The London *Times* points this out, and wastes upon an audience already convinced some valuable remarks that should have been printed in ideographs. For instance, it concludes a recent editorial thus:

Hostility to foreign influence, suspicion of foreign intentions, lead the Chinese to oppose violently any scheme for railway construction in which foreign capital and direction is concerned. Strong agitation has taken place in several parts of China to persuade the Government to cancel concessions held by foreign syndicates. This attitude of hostility is not without justification. In the past, railway schemes were often a cloak for political ambitions, and Chinese interests were sometimes ignored by groups of capitalists, who had secured lucrative privileges. In refusing to admit foreign co-operation in any form the Chinese now seem to be injuring themselves. It would be quite possible for them to obtain the loan of external funds and the services of skilled engineers on terms that would fully safeguard China's sovereignty and interests. The last agreements concluded represent a great advance in this respect. But though in many provinces the people have formed associations to build their own railways, these movements have so far been conspicuous by their failure. There is a lack of capital, lack of mutual confidence between people and officials, and above all lack of capable engineers. The Peking to Kalgan Railway, which is being successfully built by a Chinese engineer trained in the United States, is a solitary example of what may be possible in the future. In the meantime railway development is one of the most urgent needs of the Empire. That the Chinese nation should be able to reorganise itself successfully in the near future is imperative, no less for its own sake than for the preservation of peace and international stability in the Far East. For strengthening the control of the Government, for facilitating reforms for giving vitality and cohesion to the teeming millions of the Empire, for developing military strength, and for fostering trade, the rapid growth of means of communication is an indispensable condition.

## THE

## TELEGRAMS.

[REUTER'S SERVICE.]

## GREAT BRITAIN AND JAPAN.

LONDON, May 21st.

Sir Edward Grey, speaking at a dinner of the Japanese Society in London, said that the Anglo-Japanese alliance, and the prospects of peace which it had promoted, were now more secure than ever, and he hoped for a long continuance of the good relations between the two countries.

## THE EDUCATION BILL

LONDON, May 21st.

The second reading of the Education Bill in the House of Commons has been passed by 270 votes to 205. The minority was composed of Unionists and Nationalists.

ISSUE OF SOUTH MANCHURIAN  
RAILWAY NOTES IN LONDON.

LONDON, May 21st.

Japan has arranged to place in London £2,000,000 5% South Manchurian Railway Notes, maturing in 1911 at an issue price of 98.

## THE UNITED STATES AND JAPAN.

LONDON, May 21st.

The Washington Senate has ratified the treaty with Japan protecting trademarks in China and Korea.

THE UNITED STATES CURRENCY  
QUESTION.

LONDON, May 21st.

Disagreement between the House of Representatives and the Senate on the currency are causing a deadlock. Mr. Aldrich will introduce a Bill appointing a Commission to investigate the situation and report next session.

## RUSSIAN DUTIES ON TEA.

LONDON, May 22nd.

The Russian Cabinet has decided to repeal the increased duties on India and Ceylon tea from the 1st September.

## LORD MILNER ON SOUTH AFRICA.

LONDON, May 22nd.

Lord Milner, at the South African Association dinner, said that South Africa was now governed by Commandos placed in power by Great Britain and was reverting to previous conditions. He trusted that the dominant party would not settle the question over the heads of the minority.

## THE UNITED STATES.

LONDON, May 22nd.

The Senate has agreed to a subsidy for carrying mails to Japan, China, Australasia and the Philippines. The reform currency appears to be definitely shelved.

KING EDWARD'S VISIT TO THE  
TSAR.

LONDON, May 22nd.

The Queen and Princess Victoria will accompany the King to Russia.

The newspapers of all shades in Russia welcome most cordially the visit of King Edward, as setting a seal to the friendship of the two countries. They all consider it of great political importance, following the impending visit of President Fallières to London.

## A MENACED THRONE.

REGIMENT TO GUARD KING MANUEL'S  
CARriage.

A Lisbon telegram to Paris reports that the authorities have discovered a plot against the life of King Manuel.

The outrage was to have been committed on the day of the opening of the Cortes.

The police continue to make numerous arrests.

French detachments of troops are arriving in Lisbon from the provinces, and the utmost precautions are being taken for the opening of the Cortes.

The King's carriage will be guarded by an entire regiment.

The Republican Press calls upon the Government to make an end of arbitrary measures, and advises the King not to forget the fate of his father and his brother.

## OUR MORALS.

OTHER PEOPLE'S MONEY.

Sir Frank Swettisham, in a letter to *The Times* headed "Our Morals—Other People's Money," expresses a doubt of the feasibility of suppressing by law the consumption of opium, and emphasises the large losses to revenue resulting from it.

Sir Frank proceeds to point out the inaccuracy of Col. Seely, (the Under Secretary of State for the Colonies) in including in the resolution of the Malay States, which were not a British Colony:

His fears opium will be replaced by alcohol with worse results and if the import of opium to the Straits is prohibited a large and lucrative smuggling business would spring up.

Sir Frank refers to the difficulty experienced by the Straits in raising any new revenue to replace that which would be lost through the suppression of the opium trade and suggests that in the event of the loss of the opium revenue the Imperial Government should renounce the Straits' Imperial Defence contribution.

An article by the Times endorses the remarks of Sir Frank Swettisham and concludes to the effect that Britain should give the anti-opium movement all possible sympathy and help consistent with a due regard for India and the Colonies.—*Singapore Free Press*.

## LOCAL SPORT.

## LAWN TENNIS.

At the Kowloon Cricket Club the final in the singles handicap in the tennis tournament took place before a good number of spectators on Saturday afternoon when Klimanek (won 40) defeated Millar (won 15) after a long and interesting game. The first set fell easily to Klimanek, 6-2, Millar being unable to settle down and his service was particularly weak. The second set, by far the most interesting, took sixteen games to complete. Millar served well while his opponent kept a splendid length and placed accurately. Millar took the first game and Klimanek the next two. Millar's swift service was successful and he drew level. Each player then took two games in succession, four all. Again Klimanek led and should have won the set but driving into the net Millar pulled through and 6 all was called. Each in turn won their service, 7 all. Millar, who was kept on the run showed signs of tiring and a set of loading 40-10 in the last two games lost both Klimanek taking the set 9-7. The third set was uninteresting. Klimanek took matters easily while his opponent showed great improvement and forced the game and won the set 6-0. In the fourth set Klimanek looked like repeating his opponent's performance for he took the first four games. Millar, however, won two games and Klimanek finished with 6-2, thus winning the match 6-2, 9-7, 0-6, 6-2. As in the semi-final, Klimanek kept a splendid length throughout and both in volley and smashing he showed excellent play. At the conclusion of the match Mrs. Cho, with a few words of congratulation to the players presented the prize.

## SHOOTING.

Shooting in the "Daily Mail" Over Seas competition took place at King's Park Range, Kowloon, on Saturday afternoon, when members of the Volunteer Reserve Association did their best to uphold the honour of Hongkong. The day was not favourable, the glare being rather trying on the eyes while the smoke obscured the target at times. The best eight scores were:

	200	500	600	To.
J. C. Gow	28	32	32	92
W. L. Leak	26	31	31	89
A. Jenkins	30	31	27	88
W. G. Stockwood	29	28	26	83
R. Baker	26	33	22	81
C. Bond	24	28	26	78
A. W. J. Watt	25	28	21	74
E. S. Carruthers	28	29	16	73

216 241 201 658  
Lieut.-Col. Chapman, V.D., and Captain Thompson were range officers.

## A YACHTMAN'S EXPERIENCE.

Mr. L. Guy, of the Victoria Dispensary, had an unfortunate experience on Thursday afternoon while sailing in the "Gael," a yacht of which he is the joint owner. On Shun Tan Point the No. 5 launch of the Dock Company collided with the launch and damaged it to the extent of \$450. The coxswain of the launch was summoned before the Hon. Basil Taylor at the Marine Court on Saturday and was convicted of carelessness in navigating the launch. He was fined \$30, the alternative being two months in prison. His certificate was suspended for six months.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is called for Thursday afternoon. The orders of the day are:—First reading of a Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of One hundred and sixty-six thousand seven hundred and thirty-five dollars and eight-fifths cents, to defray the charges of the year 1907. First reading of a Bill entitled An Ordinance for the transfer of the properties of the Man Mo Temple to the Tung Wa Hospital. Second reading of the Bill entitled An Ordinance to extend the provisions of The Liquor Licenses Ordinance 1898, and to provide for the grant of brewery licenses. Second reading of the Bill entitled An Ordinance to amend The Evidence Ordinance 1893. Second reading of the Bill entitled An Ordinance to prohibit the Exportation of Prepared Opium to China. Second reading of the Bill entitled An Ordinance to provide for the registration of Chemists and Druggists and regulate the Sale of Poisons. Committee on the Bill entitled An Ordinance to amend the Public Health and Buildings Ordinance, 1903, and The Public Health and Buildings Amendment Ordinance, 1903.

An event of some importance was the appearance on May 3 of the first number of "The Chinese Public Opinion," a new tri-weekly paper, published in English under exclusively Chinese auspices in Peking. The editor is Mr. Chu Chi. The claim is made that it is "the first real Chinese newspaper in a foreign language." The object of the editor is to "discuss foreign actions from a Chinese standpoint. We should assiduously strive after bridging over the gulf that separates foreigners from Chinese in these days perhaps more than ever before. But above all and everything our aim and tendency is, and ever will be, as long as our paper is privileged to run its course, to publish the Public Opinion of our country. We shall do it in a just attitude to both sides, but our language will be plain and open. We shall try to fight the good fight for the welfare of our Emperor and his Empire. And for this our noble and sublime call, we shall suffice ourselves, if needs be, to be blamed, imprisoned, condemned and no matter what punishment is meted out to us, we will always publish our opinion. This is not only our right, but our duty."

## THE OPIUM QUESTION.

At a meeting of the Legislative Council to be held on Thursday afternoon the Hon. Mr. Stewart will propose the following resolution: "That the Members of this Council view with concern the action of His Majesty's Secretary of State for the Colonies in issuing an order affecting the revenue of Hongkong without having previously given sufficient notice to the Colonial Government to admit of the matter being referred to this Council; and desire to record a protest against any steps being taken to carry out the order announced in Parliament on the 6th instant, until His Majesty's Government shall have been fully informed of the protective financial effect and before this Council shall have been called upon to consider the methods by which it is proposed to readjust the burden of taxation."

## THE AMUR RAILWAY.

GEN. KUBATIN'S VIEWS.

Gen. Kubatin has been interviewed with regard to his opinion concerning the construction of the Amur Railway. He suggests that troops should be used in laying down the line, and he thinks that eight regiments of infantry, with two battalions of sappers, two railway battalions and one pontoon battalion would suffice for the work. These troops ought to be distributed in the sixth, seventh, and eighth sections of the work, while their headquarters would form a central point around which settlers could make their new homes with a certain feeling of security.

Gen. Kubatin does not think that the Amur Railway would be sufficient of itself to maintain unbroken communication with European Russia at all times; therefore, he says little of the Amur River and the Eastern China Railway must be improved and made equal to the task before them. The Supreme Court recognised the validity of the claim, ruling that while the stopping of the *Idaho* by the cruiser was justifiable, she should have been allowed to proceed afterwards.

## THE RUSSO-JAPANESE WAR.

## BRITISH CLAIM ALLOWED.

St. Petersburg, April 22nd.

The Supreme Court has reversed the decision of the Libau Priza Court in the case of the claim for £131,400 as compensation for the loss of the British steamer *Idaho*, which with a cargo of rice and wheat was sunk by the Russian cruiser *Terek* in June, 1905, on the alleged ground that she was carrying contraband. The Supreme Court recognised the validity of the claim, ruling that while the stopping of the *Idaho* by the cruiser was justifiable, she should have been allowed to proceed afterwards.

Advice from Kharbin states that a Chinese syndicate is preparing a fleet of small river steamers to develop trade on the Amur and Sungari rivers.

## TIENSIN.

## [FROM OUR CORRESPONDENT.]

May 10th.

In my last letter I mentioned that Sir Robert Breton had done a very popular and liberal deed in coming to the rescue of the Hailo Conservancy Commissioners by providing them with funds for the continuation of the work in the Ferguson Channel across the Taku Bar. What the Acting-Inspector General has done is to offer the Hailo Conservancy Board a loan. This loan will of course have to be paid back, but in the meantime it has enabled the work of maintaining the deepened channel across the Bar to be restarted without any of the delay that might otherwise have occurred through the obstructive attitude of the shipping interests.

Attention has been redirected to the serious commercial depression in Tientsin by the suicide on May 5 of two prominent Chinese merchants in the Native City, Mr. Yen Yuch Ching and his son. They had drawn postdated cheques on the Ho To Bank, Tientsin, for amounts totalling about £10,000, and being unable to honour them, not having a single fail to their credit at the bank and being worried with other serious liabilities, amounting altogether to £1 million, they resolved upon suicide. The father, having caused his wife to hang herself, went out with his son, and the two drowned themselves in the river. The wife was subsequently found and resuscitated.

It is feared that this financial disaster will affect other Chinese firms in Tientsin and Peking and perhaps also several foreign firms. The whole financial situation here is very unsatisfactory. The Chinese have been plunged in sinking deeper and deeper into debt for months past. To German firms alone they owe \$27,000,000, of which \$13,000,000 are absolutely unsecured; and smaller but still very considerable sums are owed to Japanese, French, and other foreign merchants.

Since I wrote last final official confirmation has been given to the appointment of the Director of the Imperial Railways of North China, Mr. C. L. Chow, to be Customs Taotai of Newchwang. Mr. Chow is a British subject, having been born in Hongkong. Like many other prominent officials in North China, he is a Cantonese and like most Cantonese, he is a very able man and in every way a model official. It was to the band of Southerners (Cantonese), whom H. E. Yuan Shih-kai gathered about him, that the former Viceroy of Chihli owed much of the success which characterised his administration. These include Mr. Chow himself, who before he became director of the I.R.C. was director of the China Merchants S. N. Co., Mr. S. C. Tsui, Customs Taotai of Tientsin, Mr. Liang Tun Yen, formerly Customs Taotai of Tientsin and now on the Waihui, Mr. M. T. Liang, also a former Customs Taotai of Tientsin, and afterwards of Shanghai, and now of the Waihui, H. E. Tang Shao I, lately Governor of Monkden and now of the Waihui, Dr. Mark, director of the Public Works Department, Tientsin City, and several others who would be a credit

CORRESPONDENCE  
PUBLIC HEALTH AND BUILDINGS  
ORDINANCE AMENDMENT.

[TO THE EDITOR OF THE "DAILY PRESS"]

Hongkong, May 23rd.  
Sir.—I have just received the enclosed letter from Kobe. I have been requested to forward it to you for insertion.

I would like to point out that the criticisms contained therein apply to the Bill as it appeared in its second stage, that is to say in its form when privately circulated to members of Council and others for consideration, after the interview of the Architects with H.E. the Governor.—I am yours truly,

H. W. BIRD.

Sir.—As is well known His Excellency the Governor invited us with Mr. Denison to consult with the Government upon the various amendments suggested in our reports to the property owners upon the Public Health and Building Ordinance 1908. After two long interviews several of our recommendations were agreed to in principle.

When we saw the amendments printed and read the speech of the Hon. Director of Public Works in proposing the 2nd reading of the bill

and that, while some of our suggestions had been adopted, the wording of other amendments was such as to alter their meaning from that which we understood had been agreed to. In addition other fresh clauses have been inserted which we had no opportunity of commenting upon. Some of these are of vital importance and we think it advisable to take this means of drawing attention to them.

Definition 26, "External Air." This stands in the printed amendments as originally drafted, but the Hon. Director of Public Works in his speech moving the second reading of the bill stated "It is proposed to withdraw the new definition because it would operate rather harshly upon parties who wish to erect a building of moderate height who happen to have opposite to this proposed building another of much greater height belonging to some neighbouring owner."

The reason given is not correct. In "objects and reasons" attached to the bill, it is clearly indicated that the proposed amendment is introduced for improving the condition of existing buildings.

All new buildings irrespective of height have to be provided with an open space equal to one third of the roofed area of the building and the kitchen cannot extend across more than one half of the width of the building; in addition to the above open space at least another 3 feet has to be provided towards forming a scavenging lane, therefore it is not possible under these conditions to erect a new building, whatever its height, without providing sufficient open space in the rear to constitute "external air;" the question cannot arise with regard to the front as no new lane can be less than 15 ft. in width, therefore the owner of a building of moderate height would in no way be affected by his neighbour's building, however high it might be.

At one interview with His Excellency there was considerable discussion on this definition. All the architects agreed it was an improvement on the old one and we understood His Excellency concurred, saying that it seemed to him impossible to frame one that would meet all cases.

A few days later we were asked to meet the Hon. Director of Public Works when he said he was not satisfied with the definition and submitted another. We however unanimously declined to approve this, which we said would prove to be a hardship upon the owner of the big building and, if an exemption could not be obtained with regard to the low one, there would be less difficulty in adapting the latter to the law.

Sec. 32. It is now proposed to delete the word "hereafter" making the section retrospective; this will necessitate the removal of all existing seats of staircases and further harass the Chinese property owners, who were congratulating themselves that the end of these small woes had been reached.

Sec. 41, Sec. 151 (1). The wording of this was agreed as far as the word "Shorey" on line 7; the remainder has since been added.

If a storey is lighted as provided by the section it must be "adequately lit" and we see no reason for giving the Building Authority power to require windows to be placed in positions where the owner does not require them.

Sec. 15 (3). The words "without reduction in Crown Rent" have been deleted as promised, but the words "such land shall upon the payment of such compensation revert to the Crown and be deemed to have been resumed" are now deleted from the original section the result being that the owner cannot build on land which he bought for that purpose and has to continue paying Crown Rent as if it were building land on the higher scale.

Sec. 42, Sec. 153. There was a good deal of discussion on this amendment. The Hon. Colonial Secretary made a point that amendments 42, 43 and 44 carried out the recommendations of the Cubicle Committee which reported in Aug. 1907, but Dr. Ho Kai who was present corrected him, and said that as a member of the Committee he could assure him that the Committee did not intend their recommendations to be construed in this way.

Sec. (2). The proposed amendment does not fulfil the promise made, the meaning remains the same. Our objection was to the Building Authority having power to plan the arrangement of a storey; we would suggest that all the words after "the" in line 9 be deleted and insert a place thereof "provision to each proposed subdivision of every storey of a window or skylight hereinafter required." This leaves him all necessary power to require adequate lighting, while leaving the owner discretion as to plan. The Hon. Director of Public Works in his speech states "in connection with that clause it is proposed to introduce an amendment with regard to houses on the reclamation, but it will

be limited to houses not exceeding 100 feet in depth." There is no such amendment on the print for second reading and it seems to us to be just as much an infringement of the Fraya Reclamation agreement as interfering with a house 50 feet deep.

43. Owners should be given the option of doing the work of demolishing the upper floors of every third house themselves; if done by Government it will cost a great deal more and take longer.

We understood the clauses referring to payment was to be re-drafted; as it stands, the improvement rate may be 7 on the capital outlay which may be imposed for 30 years. We suggest that the improvement rate be at a rate of interest (so as not to extend the period of repayment beyond 30 years, or 7 per cent for 15 years).

47 (4). In the past scavenging lanes have been formed, without any claim for compensation, as the owner has seen that, at some future date, it might require to re-develop the property in a different way and if the land be cut up by scavenging lanes which have become vested in the Crown any new scheme would be seriously interfered with. If the owner is willing to form the lane without compensation, there is no reason for taking his land from him.

Sec. 150. We understood that a proviso was to be considered whereby a right of way should be counted as part of the open space; there is no indication of this on the draft under s.s. (1) the open space at the side may be built over, but if it happens to be a right of way, the Building Authority at present contends, it cannot be counted as open space.

New. 181. Deletion of the words "other than godowns, &amp;c," makes the section require 15 ft. lanes for godowns; we do not see any need for the alteration.

64 (1) Proviso. The word "any" in line 4 should be changed to every; we were distinctly promised this and on this understanding the time was made 28 days.

(3) It is to stand the whole object of submitting plans is nullified and it is only wasting time to submit them.

265 B. This is a serious innovation affecting the interests of mortgagees; we have known of instances in which Government have only granted verbal permits on the condition the ground on the rear of the premises was surrendered to the Crown. Owners cannot do this at present without consulting mortgagees who are then in the position to protect his own interests.

269. The power of the Building Authority is to be very largely extended, practically the only appeal from his decision is to the Governor in Council and as the Building Authority as Director of Public Works has a seat on the Council, he will be in a position to give undue weight to his opinion, when the final decision (from which there is no appeal) is being arrived at.

The inconsistency of the proposed position is shown by referring to Section 43, under which no new lane can be less than 15 ft. in width, therefore the owner of a building of moderate height would in no way be affected by his neighbour's building, however high it might be.

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## KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 6th May 1908.

Present:—Messrs. W. H. Walker (Chairman), C. A. V. Bowe, W. Kruse, S. Choyama, W. Wilson and the Secretary.

1. The minutes of the last meeting are read, and confirmed.

2. A communication is received from the Superintendent of Police concerning the present of the Police, and recommending, that owing to the increase in cost of living, their pay be increased by \$1.50 per month, and that looks be engaged for them, the same as in other police forces. The matter having been fully discussed, it is decided that the Superintendent of Police's recommendation be approved.

3. An application is read from Mr. Tung Choo-poo, comprador of Messrs. Jardine, Matheson &amp; Co., for permission to build a jetty from the premises formerly known as Messrs. Neale's Bakery and Slaughter House. The Secretary is instructed that in granting this application the Council stipulate that the public have a right of way to this jetty from both the sea and land side, but that the jetty be private property and be kept in repair by the owner.

4. The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:

ARMED ROBBERY.

Breach of contract 1, Illegally selling land 2, Kidnapping 1, Contempt of Court 4, Lowering pigs and cattle to stray 6, Breach of Municipal Regulations 2, Illegally quarrying stone 1, Obstructing the public drain 4, Obtaining goods under false pretences 1, Assault 1.

SUMMARY ARRESTS.

Theft 1, Creating a disturbance 1, Obstructing the Police in the execution of their duty 1, House-breaking 1, Illegally quarrying stone 1.

(Signed) W. H. WALLACE, Chairman.

By order,

C. BERKELEY MITCHELL, Secretary.

YANGTSE VALLEY COMPANY.

The ordinary general meeting was held last month at the Canton-street Hotel, Mr. Edmund Davis presiding. The chairman stated that the balance-sheet was made up to the 31st ult., and it covered a period of two and a half years. He afterwards called attention to the figures set out in the accounts and to those in the statement submitted on the previous occasion. Referring to the company's holding in the Société d'Exploitation de Ling-Ngan, he stated that this syndicate had established its headquarters at Mong-tse, in the department of Ling-Ngan, and was carrying on important negotiations which a short time ago were interrupted owing to the unfriendly attitude of the authorities. Strong representations were made to the Central Government in Peking by the British and the French Governments resulting in the Chinese Government upholding the rights of the syndicate, and it was expected that the work, which had been seriously interfered with for a considerable time, would now be continued. The company's principal interest was in two tramway ventures—the Electric Traction Company of Hongkong and the Singapore Electric Tramways, with which they had been associated from the beginning. Both concerns were working most satisfactorily, and next year substantial increases should be seen in the traffic receipts of the two undertakings. With respect to the Isle of Wight during his absence at the front, the chairman stated that the company's holding in the Chinese Central Railways, the directors regarded the company's holding in the

SOCIETY OF MANCHURIA AND FOREIGN CAPITAL.

COLONEL SEELY.

When Colonel Seely was first elected to Parliament he was captain of a troop of Imperial Yeomanry in South Africa. This was in May, 1900, on Sir Richard Webster's elevation to the Peership. The constituency that thus selected him in his absence was the Isle of Wight, of which he was a well-known resident. One of his claims to popularity was that he was a member of the Brook Lifeboat crew. As such he received a gold medal from the French Government in 1891 for taking part in the rescue of a shipwrecked French crew. When he came home from the war with the rank of major and the D.S.O. he found himself out of harmony with the Unionist Party on one point after another. He finally broke with it on the fiscal question and crossed the floor of the House at about the same time as Mr. Churchill. He resigned his seat for the Isle of Wight, but, standing again, was re-elected unopposed, it being understood at the time that he would seek a constituency elsewhere at the General Election. He found one in the Aberconwy Division of Liverpool, where he defeated Mr. W. F. Lawrence, the former Unionist member, by 190 votes. In the present Parliament he has been consistent in his demand for the cutting down of the Army and has also shown the strongest objection to the retention of the Chinese coolies in South Africa. He long ago convinced the House of the sincerity of the political convictions that brought about his change of side. Some of his friends think him at times a little too outspoken and fearless in his utterances, especially when they are unfavourable to his leader. Colonel Seely is the youngest son of Sir Charles Seely, formerly member for Nottingham, and is not yet forty. He went to Harrow and Trinity College, Cambridge, and has been called to the Bar. Mr. Seely, who was largely instrumental in securing the election of his husband for the Isle of Wight during his absence at the front, is a daughter of Colonel the Hon. H. G. L. Crofton.

ON GIVING UP SMOKING.

It is probable that every smoker has at one point in his career given up smoking for a long or short period, according to the state of his will just to see whether he could do it. A week is the usual period, and even that is beyond the power of the average man. Few may talk of the loneliness of the exile, as he strides up and down the beach of that far-off shore, and sees the ship that brought him gradually disappearing over the horizon (set to a good, swinging waltz tune, with the gallery joining in the chorus); but for real, undiluted loneliness, go to the man who has knocked off smoking. His pipe is still with him in a sense, but its spirit has fled. It is like the corpse of a pipe. He takes it out and looks at it, and puts it back and weeps, if he is a weeping, or smiles, if he is a smiling, man. We see that a writer in a weekly contemporary in Japan, has been rebuking his fellow-countrymen for their neglect of one valuable means of acquiring influence in that country. Although it was an American officer, Commodore Perry, who has tried giving up smoking for a week. He records that he found no adequate substitute, though he tried all the usual things. The fact is there is no real substitute. We must smoke. And, after all, smoking is supposed to be bad for the influenza germ. Anything that gives the influenza germ even a moment's footing discomfort has our vote.—Globe.

WORLD'S LARGEST LINERS.

WHITE STARS' NEW VESSELS.

Conflicting reports are being circulated respecting the building for the White Star Line

of two steamers for the Southampton and New York services which will be larger than either of the Cunard vessels, the Manxman and Lusitania.

The White Star Line stated at their head office in Liverpool that two steamers of vast size were to be built for them, but added that the dimensions named in the Belfast message were incorrect. They at present do not see their way to divulge what the correct dimensions will be. With regard to the names mentioned, the Olympic and Titanic, the first was correct, but they had not even thought of a name for the second. The speed stated was not correct, as it was intended that the new steamers should steam not less than twenty-one knots.

On the other hand, a news agency states:

The White Star Line managers at Liverpool stated officially that two steamships, which would be the largest in the world, were to be built for the company at Belfast. The keels will be laid down within the next two months, but the exact dimensions are meantime being kept secret.

Both turbines and reciprocating engines will be supplied, and a speed of not less than twenty-one knots guaranteed. Information from Belfast states that the new vessel will be 240ft long and 75ft broad. This will make them about 40ft longer than the two largest existing Cunarders, and give them an estimated tonnage of 45,000 to 50,000 gross.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Pouder Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson &amp; Co., Ltd., Sole Agents.

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## THE COLONIAL OFFICE APPOINTMENTS.

The following character sketches of the Earl of Crewe, the new Secretary of State for the Colonies and Colonel Seely, who replaces Mr. Winston Churchill as Under Secretary are from the London "Morning Post":

THE EARL OF CREWE.

The rare distinction of being both a poet and a politician is shared by the Earl of Crewe with his father, Monckton Milnes, the first Lord Houghton. But, while the father, was best known as a man of letters, in the son the author is overshadowed by the political leader. Lord Crewe's rise as a politician has not been as rapid as his abilities warranted. Mr. Gladstone recognised them by appointing him in 1892 as Lord Houghton to the Lord Lieutenant of Ireland. He was rewarded for his services with an Earldom. But so little were his Parliamentary gifts appreciated that, when he became Lord President of the Council in Sir Henry Campbell-Bannerman's Government, the appointment was hotly resented by some of the Radical and Labour members. They denounced the office as a sinecure, and an attempt was made in the House of Commons early in 1906 to strike Lord Crewe's salary off the Estimates. Not long afterwards he was able to show how foolish and ill-informed had been his detractors by the skill with which, almost single-handed, he defended the proposals of Mr. Birrell's Education Bill during the long contest in the Lords against the attacks of some of the ablest of the day. Lord Crewe has since been a frequent speaker both in Parliament and on the public platform, showing often a lively sense of humour and a gift of repartee which loses little of its effect, even though his delivery is somewhat slow and hesitating. There is about many of his utterances the pleasing literary flavor that might be expected of the author of "Streets of the City" and the personal friend of Tenison and Browning. Lord Crewe's first wife, who was a daughter of Sir Frederick Greville, and a granddaughter of the twelfth Duke of Somerset, died in 1887. In 1899 he married Lady Margaret Prinsep, younger daughter of Lord Roxbury. He is his fifty-first year.

COLONEL SEELY.

He points out that in all countries, with mathematical regularity, 105 or 106 girls are born to every 100 boys. There is only one condition under which this proportion is modified—after a great war. In the same way, among the barbarous races of Africa and Oceania, which are constantly at war, the births show an overwhelming preponderance of boys. This, he states, proves the law, for the best and strongest men are sent to the front or killed, and the weakest remain behind or survive. The purpose of Nature is to maintain the balance, and to replace the weaker individual with another of the same sex before he or she disappears.

Thus, when an old man marries a young wife with mathematical regularity, 105 or 106 girls are born to every 100 boys. There is only one condition under which this proportion is modified—after a great war. In the same way, among the barbarous races of Africa and Oceania, which are constantly at war, the births

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not entered for a fixed period will be discontinued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C., 54th Ed. Liebre's. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"LIGHTNING," Captain A. E. Gorrie, will be despatched for the above ports TO-MORROW, the 26th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents. Hongkong, 23rd May, 1908. 874

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENLOMONT," FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd May, 1908. 887

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Company's Steamship "CHINA," having arrived, Consignees of cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON on the 30th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 23rd May, 1908. 3

## BANK HOLIDAY.

IN Accordance with the Government Notification, No. 339 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), 25th instant, being the day appointed to celebrate VICTORIA DAY.

Hongkong, 21st May, 1908. 675

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## VICTORIA DAY.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (MONDAY), the 25th May.

Hongkong, 21st May, 1908. 883

## WANTED.

A Situation by a Competent European BOOK-KEEPER and General Office ASSISTANT. No Objection to Out Ports. Address "R." Care of "Daily Press" Office. Hongkong, 21st May, 1908. 876

## FOR SALE

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central, Hongkong, 16th May, 1908. 853

## FOR SALE

A CIVIL SERVICE POCKET BOOK. BY BERTHARD STEWART, 3rd Edition ENLARGED from 425 to 972 Pages, 186 Plates. Only 1 inch thick, Printed on India Paper, \$3.50. KELLY & WALSH, LTD. Hongkong, 16th May, 1908. 863

## FOR SALE

COLLECTIONS OF USED POSTAGE STAMPS. 3,000 all different for ... \$35. 2,000 do ... \$35. 1,500 do ... \$25. 1,000 do ... \$10. ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS, STAMP, POSTCARD AND BIRTHDAY ALBUMS, and all Other Philatelic Goods. GRACIA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908. 845

## NEW ADVERTISEMENT



## NOTICE.



PUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are now being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York as are calculated to deceive the purchasers of the real article.

As an additional protection all purchasers of BORDEN'S "EAGLE" BRAND are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to BORDEN'S special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical countries, being guaranteed to keep better than any other Condensed Milk offered to the public.

For BORDEN'S CONDENSED MILK CO., CONNELL BROS. COMPANY, Sole Representative in Hongkong.

Hongkong, 25th May, 1908.

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## NOTICES OF FIRMS

THE CHINA-BORNEO CO., LIMITED.

## NOTICE.

I have This Day RESUMED CHARGE of the above Company's business.

THE CHINA-BORNEO CO., LTD.

J. WHEELER, General Manager.

Hongkong, 22nd May, 1908. 880

## NOTICE.

K WONG WOO, JEWELLER, ETC., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofore acted as Guarantor for any person or persons and should such be done in future the documents must inevitably bear the Signature of his Sole Representative Mr. CHUNG KING SON.

Hongkong, 9th April, 1908. 821

## PUBLIC COMPANIES

A. E. WATSON &amp; CO., LIMITED.

## NOTICE.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the Company (since its Registration) will be held at the Office of the Company in Alexandra Buildings, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers with a Statement of Accounts to the 31st December, 1907.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, 1st June, both days inclusive, during which period no transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 20th May, 1908. 871

## WATKIN'S LIMITED.

## NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY ANNUAL MEETING of Shareholders will be held at the Company's Office, Watkins' Building, No. 31, Queen's Road Central, on SATURDAY, the 30th May, 1908, at 2 P.M. for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1907.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 30th May, both days inclusive.

G. A. WATKINS, CHAN A. FOOK, General Managers. Hongkong, 14th May, 1908. 842

## ENTERTAINMENT

THEATRE ROYAL.

## GRAND FAREWELL PERFORMANCE

## TWO NIGHTS ONLY

2ND AND 3RD JUNE, 1908.

MAURICE E. BANDMANN

Presents

HENRY DALLAS

AND

THE BANDMANN OPERA CO.

On their return to Calcutta.

TUESDAY, 2nd June.

## THE MERRY WIDOW

(Die Lustige Witwe).

PRICES \$1, \$2 and \$1.

Booking at MESSES. S. MOUTBIE &amp; CO., LTD.

Hongkong, 21st May, 1908. 878

FOR SALE

TWO WEEKS ONLY.

COLLECTIONS OF USED POSTAGE

STAMPS.

3,000 all different for ... \$35.

2,000 do ... \$35.

1,500 do ... \$25.

1,000 do ... \$10.

ARTISTIC PICTORIAL POSTCARDS,

MECHANICAL ANIMALS,

STAMP, POSTCARD AND BIRTHDAY ALBUMS,

and all Other Philatelic Goods.

GRACIA &amp; CO.,

Hongkong Hotel Corridor.

Hongkong, 9th May, 1908. 845

RUINOUS PRICES

HOOSAIN-ALI &amp; CO.,

25, Queen's Road Central,

Under Hongkong Hotel.

Hongkong, 10th May, 1908. 851

## TO LET

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Con-

No. 1, COLLEGE GARDENS, Furnished.

For 5 or 6 Months, cheap rental.

OFFICES in Bank Buildings, Top Floor.

From 1st July, 1908.

BEACONSFIELD ARCADE, Fine Offices

and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL,

Top Floor (over Cadogan MacGregor).

OFFICES in Queen's Road Central.

BELLILIOS TERRACE HOUSES,

BONHOMIE ROAD.

No. 3, DUDDELL STREET SHOP.

No. 2, DES VŒUX VILLAS (PEAK).

No. 5, PEAK GRANDE, Macao.

Apply to—

LINSTEAD &amp; DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 5th May, 1908. 189

189

TO LET.

THE ROOMS on the first floor of No. 34,

QUEEN'S ROAD CENTRAL (opposite

the General Post Office). The Rooms are

light, spacious and well ventilated. Very

moderate rent. Immediate Possession.

Apply to—

YEE SANG FAT &amp; CO

Same address:

Hongkong, 23rd January, 1907. 270

TO LET.

4 and 5-BOOMED HOUSES in Kowloon,

COMMODIOUS SHOP in Des Vœux Road

Central, Hongkong. Immediate possession

Moderate rentals.

Apply to—

HUMPHREYS ESTATE &amp;

FINANCE CO., LTD.

Hongkong, 2nd April, 1908. 846

TO LET.

A HOUSE in KNOTSFORD TERRACE

A KOWLOON.

No. 3, CANTON VILLAS.

Apply to—

THE HONGKONG LAND INVEST

MENT AND AGENCY CO., LTD.

Hongkong, 1st May, 1908. 185

TO LET.

FIRST FLOOR of No. 6, Queen's Road,

Central, comprising Six Large Rooms

and Outhouses suitable for business Pre-

mises or Dwellings, now occupied by

FREDERICK BERNARD.

Apply to—

## INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.  
TOTAL FUNDS AT 31st DECEMBER, 1905  
£17,837,119.

L AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,760,000  
PAID-UP CAPITAL..... 687,500 0  
III. FIRE FUNDS..... 3,386,720 18 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOME'S & CO., Agents. Hongkong, 27th April, 1907. 1146

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & CO., Agents. Hongkong, 18th August, 1906. 28

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897. 114

NOTICES TO CONSIGNEES FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"ANDALUSIA," Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given To-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 18th May, 1908. 862

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO' LONDON AND STRAITS.

THE Steamship

"CARDIGANSHIRE," Captain Tyers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME'S & CO., Agents.

Hongkong, 22nd May, 1908. 867

NORDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 19th inst., at NOON.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

All claims must reach us before the 30th inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD: MELCHERS & CO., Agents.

Hongkong, 10th May, 1908. 5

CHUNG NGOO SAN POO (Chinese Daily Press).

PUBLISHED DAILY, Is the oldest and still immeasurably the best medium Advertising among the Native Community.

Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents.

Documents translated from or into Classics, or Colloquial Chinese.

## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA:

NOTICE TO CONSIGNEES.  
FROM MIDDLESBRO' ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU," having arrived from the above, Parts, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary within NOON, To-DAY.

Goods not cleared by the 28th inst., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godown for examination by the Consignee's and the Co.'s representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Hongkong, 2nd May, 1908. 882

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT, Acting Superintendent, Hongkong, 22nd May, 1908. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALERMO," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT, Acting Superintendent, Hongkong, 22nd May, 1908. 1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SHIRE," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out by Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

F. J. ABBOTT, Acting Superintendent, Hongkong, 22nd May, 1908. 1

NOTICE TO CONSIGNEES.

THE Steamship

"CARDIGANSHIRE," Captain Tyers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 26th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOME'S & CO., Agents.

Hongkong, 22nd May, 1908. 867

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.1. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 623 feet.

Length on Blocks... 613 "

Width of Entrance on Top... 82 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 22 "

DOCK No. 2.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide... 344 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

THE LATEST PLANTS and APPLIANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA MARU," (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice.

739

## LOYD'S REGISTER SHIPBUILDING RETURNS.

From the Returns compiled by Lloyd's Register of Shipping, it appears that excluding warships, there were 415 vessels of 847,501 tons gross under construction in the United Kingdom at the close of the quarter ended 31st March, 1908. The particulars of the vessels in question are as follows:—

31st March 1908.

Description. No. Gross Tons.

STEAM. 839,416

Steel... 357

Wood and Composites... 839,446

SAIL. 34

Iron... 1,109

Wood and Composite... 58

Total... 8,055</

## SHIPPING.

## ARRIVALS.

BANDAI MARU, Japanese str., 3,247. Y. Miyazaki, 22nd May—Moji 16th May—Coal—Mitsui Bussan Kaisha.  
BENLOMONT, British str., 1,752. J. Henderson, 23rd May—London 4th April, & Singapore 16th May—General—Gibb, Livingston & Co.  
CALCHAS, British str., 4,278. O. P. Williams, 23rd May—Singapore 18th May, General—Butterfield & Swire.  
CHINA, Austrian str., 3,855 A. de Petris, 23rd May—Japan—Shanghai 19th May, General—Sander, Wieler & Co.  
FUKUSHI MARU, Japanese str., 1,930. T. Ito, 23rd May—Swatow 22nd May, General—Osaka Shosen Kaisha.  
HAITAN, British str., 1,183. J. S. Roach, 24th May—Foochow, via Amoy and Swatow 23rd May—General—Dowell, Lupton & Co.  
HUICHOW, British str., 22nd May—Canton.  
KAIFONG, British str., 987. H. Mathias, 23rd May—Iloilo 19th May, General—Butterfield & Swire.  
KNIVSHEIM, German str., 646. D. Hoenk, 23rd May—Macau, 23rd May, General—Jobson & Co.  
KOHNSCHANG, German str., 1,292. C. Rossefky, 24th May—Bangkok May 11th, and Kohsichang 19th, Rice and Woods—Butterfield & Swire.  
ROMFORD, British str., 1,930. Scott, 23rd May—Hongkong 21st May, Coal—Dowell & Co.  
SINGAN, British str., 1,047. F. Jamieson, 23rd May—Iloilo and Hoihow 9th May, Rice and Live Stock—Butterfield & Swire.  
SUI MOW, German str., 1,349. Calendar, 24th May—Shanghai 21st May, General—Hamburg-Amerika Line.  
TJILATJAP, Dutch str., 2,473. van Emmerick, 3rd May—Macassar 18th May, General—Java-China-Japan Line.  
YARIA, French str., 2,514. S. Llier, 24th May—Yokohama and Shanghai 22nd May, General—Messageries Maritimes.

## DEPARTURES.

23rd May.  
CAEL DIEDERICHSEN, Ger. str., for Hoihow.  
HANOI, French str., for K. C. Wan.  
HELENE, German str., for Swatow.  
SKRISTAD, Norwegian str., for Canton.  
MONGOLIA, American str., for San Francisco.  
QUINTA, German str., for Saigon.  
KUDU, British str., for Manila.  
SENEGAMBIA, German str., for Singapore.  
WAKASA MARU, Japanese str., for Kobe, 24th May.  
BENLOMONT, British str., for Nagasaki.  
CALCHAS, British str., for Shanghai.  
CHINA, Austrian str., for Suez port.  
DAIJIN MARU, Japanese str., for Swatow.  
GWALIOR, British str., for Amoy.  
HAIKOU, French str., for Hainan.  
HANGKOW, British str., for Shanghai.  
HUICHOW, British str., for Swatow.  
KAGOSHIMA MARU, Jap str., from Singapore.  
LOOSOK, Gardner str., for Swatow.  
PALERMO, British str., for Macau.

## SHIPPING REPORTS.

The British str. *Haitan* reports: Moderate winds and fine clear weather throughout passage down the coast.

## VESSELS IN DOCK.

May 23rd.  
ABEEDEN DOCKS—KOWLOON DOCKS—Sorogon, Victoria, Penang, Tainan, Lung Tung, Kiantung, Lin Tan, Kaipan.  
COSMOPOLITAN DOCKS—Sabine Rickmers, Reidar.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN," Captain J. S. Roach, will be despatched for the above Ports to-morrow, the 26th inst., at 11 A.M.

For Freight or Passage apply to DOUGLAS LAYRAIK & CO., General Managers, Hongkong, 23rd May, 1908. 886

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, &c. QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN," Captain McArthur, will be despatched as above on THURSDAY, 27th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of Passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th May, 1908. 803

REGULAR STEAMSHIP SERVICE WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. S.S. "GHAZEE" ... 6th June.

For Freight and further information, apply to DODWELL & CO., LTD.

Agents.

Hongkong, 21st May, 1908. 672

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"MARIE," Captain G. E. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, on THURSDAY, the 11th June, at 2 p.m.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. CO., LTD.

Agents.

Hongkong, 5th May, 1908. 804

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIZ	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via NETHER PORTS OF CALL.	DELTA	Brit str.	—	B. W. Snow	P. & O. S. N. CO.	On 30th inst., at Noon.
LONDON & ANTWERP via SINGAPORE &c.	SUMATERA	Brit str.	—	E. W. Bruce	P. & O. S. N. CO.	About 3rd June.
LONDON & ANTWERP via SUEZ CANAL	GLENEARN	Brit str.	—	W. Haughton	McGREGOR BROS. & GOW	On 10th June.
LONDON & ANTWERP	CARDIGANSHIRE	Brit str.	—	—	SHEWAN, TOME'S & CO.	About 22nd June.
HAVRE & HAMBURG via STRAITS, &c.	SCANDIA	Ger str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 15th June.
HARVE & HAMBURG via STRAITS, &c.	DORTMUND	Ger str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 12th July.
MARSEILLES &c. via PORTS OF CALL	YABRA	Fr str.	—	—	MESSEGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	HITACHI MARU	Jap str.	—	E. E. Copé	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, ROTTERDAM & HAMBURG &c.	BRIGAVIA	Ger str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 28th June.
MARSEILLES, ANTWERP, BREMEN & HAMBURG	SITHONIA	Ger str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 1st June.
MARSEILLES, HAVRE COOPENHAGEN &c.	CANTON	Swed str.	—	—	MELCHERS & CO.	Beginning of June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KANAGAWA MARU	Jap str.	—	N. Oho	NIPPON YUSEN KAISHA	On 10th June, at Noon.
HAZELWOOD	—	Ger str.	—	H. Foerster	MELCHERS & CO.	About 25th inst.
CHINA	—	Aus str.	—	A. Petrie	MELCHERS & CO.	About end of June.
LOWTHER CASTLE	—	Rus str.	—	—	SHEWAN, TOME'S & CO.	On 27th inst., at 5 P.M.
GHAZEE	—	Brit str.	—	—	DODWELL & CO., LTD.	On 6th June.
EMPEROR OF CHINA	—	Brit str.	—	—	CANADIAN PACIFIC R. CO.	On 4th June, at 4 P.M.
VANCOUVER via SHANGHAI J. PAN	—	Jap str.	—	—	NIPPON YUSEN KAISHA	On 18th June, at Noon.
LENNOX	—	—	—	—	DODWELL & CO., LTD.	To-morrow, at 4 P.M.
AKI MARU	—	—	—	—	—	On 6th June.
SHAWMUT	—	—	—	—	—	On 9th June, at 4 P.M.
ITO MARU	—	—	—	—	—	On 23rd inst., at 4 P.M.
MARIE	—	Brit str.	—	—	—	On 12th June, at Noon.
EASTERN	—	Brit str.	—	—	—	On 18th June, at 5 P.M.
TAIWAN	—	Brit str.	—	—	—	On 10th July, at Noon.
YAWATA MARU	—	Brit str.	—	—	—	About 24th June.
MANILA	—	Brit str.	—	—	—	On 10th June, at Noon.
NIKKO MARU	—	Brit str.	—	—	—	Quick despatch.
URONIKA	—	Brit str.	—	—	—	To-morrow, at Noon.
NIKKO MARU	—	Brit str.	—	—	—	On 4th June.
TIJUANAS	—	Brit str.	—	—	—	On 2nd June.
CHONGSHING	—	Brit str.	—	—	—	On 28th inst.
AMIRAL MAGON	—	Brit str.	—	—	—	About 25th inst.
KOWLOON	—	Brit str.	—	—	—	On 27th inst., at Noon.
CHINKIANG	—	Brit str.	—	—	—	On 29th inst., at 4 P.M.
SHANGHAI KORE & YOKOHAMA	—	Brit str.	—	—	—	On 29th inst., at 10 A.M.
SHANGHAI	—	Brit str.	—	—	—	On 1st June.
FOOKSANG	—	Brit str.	—	—	MELCHERS & CO.	About 3rd June.
TAKASAKI MARU	—	Brit str.	—	—	NIPPON YUSEN KAISHA	End of May.
SHOSHU MARU	—	Brit str.	—	—	—	On 8th June.
ACADEIA	—	Brit str.	—	—	—	Quick despatch.
DORTMUND	—	Brit str.	—	—	—	To-morrow, at 4 P.M.
KLEIST	—	Brit str.	—	—	—	On 29th inst., at Noon.
SIAM	—	Brit str.	—	—	—	On 29th inst., at 4 P.M.
ITRIA	—	Brit str.	—	—	—	To-morrow, at 4 P.M.
TIJUANAS	—	Brit str.	—	—	—	To-morrow, at 11 A.M.
NINGPO	—	Brit str.	—	—	—	To-morrow, at Daylight.
NINGPO & SHANGHAI	—	Brit str.	—	—	—	On 29th inst., at 4 P.M.
ANPING via SWATOW & AMOY	—	Brit str.	—	—	—	On 30th inst., at Noon.
AMOY, MANILA, CEBU & ILOILO	—	Brit str.	—	—	—	On 5th June, at 4 P.M.
SWATOW, AMOY & FOOCHOW	—	Brit str.	—	—	—	On 6th June, at Noon.
HOIHOW & HAIHFONG	—	Brit str.	—	—	—	To-morrow, at 3 P.M.
MANILA	—	Brit str.	—	—	—	On 30th inst., at 3 P.M.
MANILA	—	Brit str.	—	—	—	Quick despatch.
KUDAT & SANDAKAN	—	Brit str.	—	—	—	On 1st June.
SINGAPORE, PENANG & CALCUTTA	—	Brit str.	—	—	—	On 1st June.
SINGAPORE, PENANG & CALCUTTA	—	Brit str.	—	—	—	On 8th June.
MAKASSAR, SOERABAJA, SAMARANG & BATAVIA, CHERIBON, SAMARANG, &c.	NIKKO MARU	Brit str.	—	—	—	On 1st June.
YUEN-SANG	—	Brit str.	—	—	—	On 1st June.
ZAPFON	—	Brit str.	—	—	—	On 1st June.
LOONGSANG	—	Brit str.	—	—	—	On 1st June.
RUHI	—	Brit str.	—	—	—	On 1st June.
BORNEO	—	Brit str.	—	—	—	On 1st June.
LIGHTNING	—	Brit str.	—	—	—	On 1st June.
KUTSANG	—	Brit str.	—	—	—	On 1st June.
TJIMAJAHI	—	Brit str.	—	—	—	On 1st June.
TIJUANAS	—	Brit str.				

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR STEAMERS TO SAIL REMARKS.

SHANGHAI ..... "ARCADIA" ..... About 28th Freight and  
Capt. A. L. Valentini May Passage.

LONDON VIA USUAL PORTS DELTA ..... Noon, 30th See Special  
Capt. B. W. Snow May Advertisement.

LONDON and ANTWERP via SINGAPORE, PEN. SUMATRA ..... About 3rd Freight and  
ANG. COLOMBO, PORT Capt. E. W. Bruce June Passage.  
SAID and MARSEILLES

For further Particulars, apply to

F. J. ABBOTT,  
Acting Superintendent.

Hongkong, 23rd May, 1908.

**CHINA NAVIGATION CO.  
LIMITED.**

FOR STEAMERS TO SAIL.

BOHLOW and HAIPHONG ..... "SINGAN" ..... On 26th May, D light

MANILA ..... "TAMING" ..... On 26th May, 4 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOT TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH

NINGPO and SHANGHAI ..... "NINGPO" ..... On 29th May, 4 P.M.  
MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE,  
Hongkong, 25th May, 1908.

AGENTS.

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

TIENTSIN ..... "CHEONGSHING" ..... Tuesday, 26th May, Noon.

SHANGHAI ..... "HANGSANG" ..... Wednesday, 27th May, Noon.

SHAL, YOKOHAMA, KOBE & MOJI "POOKSANG" ..... Wednesday, 27th May, Noon.

MANILA ..... "YUENSANG" ..... Friday, 29th May, 4 P.M.

SINGAPORE, PENANG & CALCUTTA "KUISANG" ..... Saturday, 30th May, 8 P.M.

MANILA ..... "LOONGSANG" ..... Friday, 6th June, 4 P.M.

**RETURN TOURS TO JAPAN.**

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Nowchow.

Telephone No. 61.

For Freight or Passage, apply to— JARDINE, MATHESON & CO., LTD.,

Hongkong, 25th May, 1908.

GENERAL MANAGERS.

16

HAMBURG-AMERIKA LINIE,  
HAMBURG.

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

**NEXT SAILINGS FROM HONGKONG:**

OUTWARD. HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND ..... 1st June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ..... 8th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ..... 16th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ..... 26th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ..... 8th July

COAST SERVICE.

S.S. ITHAKA ... FOR CHINKIANG ... On 28th May.

S.S. KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOCK On 2nd June.

For Further Particulars, apply to— HAMBURG-AMERIKA LINIE,

Hongkong, 25th May, 1908.

Hongkong Office.

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**NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINES.**

FOR STEAMERS TO SAIL.

KUDAT & SANDAKAN ..... "BORNEO" ..... Tuesday, 26th May, at 3 P.M.

NAPLES, GENOA, GIBRAL, TAR, SOUTHAMPTON, ANTWERP & BREMEN ..... "BUELOW" ..... Wednesday, 3rd June, at Noon.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA ..... "KLEIST" ..... About Wednesday

MANILA, NEW GUINEA, BRIS. BANE, SYDNEY & MELBOURNE ..... "MANILA" ..... Thursday, 18th June, at 5 P.M.

For further Particulars, apply to— NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd May, 1908.

**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.



FOR THE CO. S.S. LEAVING

ANPING VIA SWATOW, ("FUKUSHU MARU") WEDDAY, 27th May, AND AMOY, Capt. T. ITO At Daylight.

+ SHANGHAI VIA SWATOW, ("SHOSHU MARU") THURSDAY, 28th May, AMOY AND FOOCHOW, Capt. M. NEMOTO At 10 AM.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table

Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 19th May, 1908.

T. ASIMA, Manager. 18

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of May	SHANGHAI	Second half of May
TJIPANAS...	AMOY	Second half of May	JAVA	Second half of May
TJIBODAS...	JAVA	First half of June	JAPAN	First half of June
TJIKINI ....	JAPAN	First half of June	JAVA	First half of June
TJIMAHU ....	JAVA	Second half of June	SHANGHAI	Second half of June
TJILIWONG.	JAVA	Second half of June	JAPAN	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

YORK BUILDINGS, 1st FLOOR.  
HONGKONG, 20th May, 1908.

Telephone No. 375.

18

**THOS. COOK & SON,**

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONEY EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.  
Head Office for the Far East—  
16, DES VIEUX-ROAD,  
436] HONGKONG.

**SHIPPING IN PORT.**

STEAMERS.

AKI MARU, Japanese str. 3,995, M. Yagi, 17th May—Seattle 14th April, via Japan and Shanghai 14th May, General—Nippon Yusen Kaisha.

AMIRAL DE BROUMLY, French str. 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jackie.

ANGRIN, German str. 1,000, C. Kumpel, 27th May—Bangkok May 8th, and Swatow 16th, Rice—Butterfield & Swire.

ANTILOCLES, British str. 5,796, G. D. Keay, 14th May—Takao 15th April, General—Butterfield & Swire.

BORNEO, German str. 1,347, F. Sambill, 17th May—Sandakan 12th May, Timber and General—Melchers & Co.

CHONGMING, British str. 1,256, Liddell, 21st May—Tientsin via Chefoo 15th May, General—Jardine, Matheson & Co.

DERWENT, British str. 1,582, J. Jenkins, 19th May—Seigao 15th May, Rice—Chinese.

EMPEROR OF CHINA, British str. 3,045, R. Archibald, 21st April and Shanghai 2nd May, Mails and General—C. P. R. Co.

FEICHENG, Chinese str. 98, R. G. Paramore, 22nd May—Shanghai 19th May, General—Chinese.

GERMANIA, German str. 765, H. Flügel, 18th May—Sydney via Port 6th April, Co-Partners—Siemens & Co.

HARPOON, French str. 500, Pomaret, 22nd April—Haiphong 18th April, Ballast—Wilks & Jackie.

HOPSANG, British str. 1,359, Jas. M. Hay, 25th May—Wakamatsu 12th May, Coal—Mitsui Bussan Kaisha.

ITAKA, German str. 1,456, Vogeler, 21st May—Chinkiang 16th May, General—Hamburg-Amerika Linie.

KUTANG, British str. 3,110, Bradley, 22nd May—Moji 18th May, General—Jardine, Matheson & Co.

KYOTO MARU, Japanese str. 2,614, N. Wakatake, 21st May—Moji 15th May, Coal—Mitsui Bussan Kaisha.

LIGHTNING, British str. 2,122, A. E. Gentles, 20th May—Calcutta 5th, and Singapore 15th, General—David Sassoon & Co., Ltd.

LOWTHIAN CASTLE, British str. 2,717, W. Lightboller, E.N.E., 21st May—Kobe via Moji 16th May, General—Shewan, Tomes & Co.

MARFO, Chinese str. 1,330, J. MacArthur, 19th May—Shanghai 16th May, General—Chinese.

NEBR, Dutch str. 1,436, Wester, 13th May—from Bremen—Arnhold, Karberg & Co.

NINPO, British str. 1,318, E. Bichard, 20th May—Wuhu and Shanghai 16th May, Rice and General—Butterfield & Swire.

OCEANO, British str. 1,732, M. I. Brun, 20th May—Hongkong 17th May, Coal—Dowdall & Co.

## POST OFFICE NOTICE

To-day, being Public Holiday, the Post Office will be open for one hour only i.e. from 8 till 9 a.m.  
There will be one delivery and a collection of letters as on Sunday. The Money Order Office will be entirely closed.

The Tonkin, with the French mail of the 24th ult., left Saigon on Friday, the 22nd inst., at 8 a.m., and may be expected here to-day, at daylight. This packet brings replies to letters despatched from Hongkong on 21st March.

The Hongkong Maru, with the American mail is expected to leave Manila on Saturday, the 23rd inst., at afternoon, and is due here to-day, at afternoon.

The Arcadia, with the English mail of the 1st inst., left Singapore on Friday, the 22nd inst., at 2 p.m. and may be expected here on Wednesday the 27th inst., at about 8 a.m. This packet brings replies to letters despatched from Hongkong on the 31st March, and the parcel mails closed in London for despatch by the all sea route on the 22nd April and for despatch overland on the 29th April.

## FOR

## PER

## DATE

Hoihow and Haiphong	Monday, 25th, 9.00 a.m.
Hungaro	Monday, 25th, 9.00 a.m.
Sawto Singapore and Bangkok	Monday, 25th, 9.00 a.m.
Saigon	Monday, 25th, 9.00 a.m.
Antiechus	Monday, 25th, 9.00 a.m.
Sus Toi	Tuesday, 26th, 10.00 a.m.
Kyoto Maru	Tuesday, 26th, 10.00 a.m.
Haston	Tuesday, 26th, 10.00 a.m.
Cheongkhang	Tuesday, 26th, 10.00 a.m.
Tiendan	

EUROPE, &c., India via Tuticorin. (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao

Singapore, Penang and Calcutta

Kutub and Sandakan

Amoy, Manila, Cebu and Iloilo

Kelung, Shanghai, Moji, Kobe, Shimidzu, Yokohama, Victoria B.C. and Seattle

Manila

Singapore, Penang and Colombo

Sawto, Amoy and Aiping

Shanghai

Shanghai, Yokohama Kobo and Moji

Macao

Iloilo

Timor, Port Darwin, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

Macao

Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

Macao

Ningpo and Shanghai

Macau

Kobe and Yokohama

Manila

EUROPE, &c., India via Tuticorin. (Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao

Singapore, Penang and Calcutta

KELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAIKI, SHIMIDZU, YOKOHAMA, HOMOLUO and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

EUROPE, &c., INDIA VIA TUTICORIN. (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Manila

Manila, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle

Kelung, Shanghai, Moji, Kobe, Yokohama, Shimidzu, Yokohama, Victoria and Seattle

Singapore, Penang and Colombo

Nagasaki, Kobe and Yokohama

Moji, Saito, Oruz and Mexico

Manila, Thursday Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle

Kobe and Yokohama

## EXTRACT FROM

## THE LANCET

29TH FEBRUARY, 1908.

REGARDING

JOHNSTONE'S M.P.  
PURE MALT WHISKIES.

WILLIAM GRANT &amp; SONS, LTD., THE GLENFIDDICH DISTILLERY, DUFFETOWN, N.B.

"OUR ANALYSES of these WHISKIES indicate that the statements made in regard to them are honest—that is to say, that they are PURE MALT WHISKIES distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that they are fully matured. The flavour, while malty and rich, is "soft." A feature in the analytical results was the amount of Ethers. The amount of Ethers represents a maximum quantity for Whisky. It may be remarked also that acidity of these Whiskies was practically nil. These Whiskies are well adapted for SPECIAL DIETETIC PURPOSES."

PER CASE \$15.50.  
OBTAIABLE AT THE WINE MERCHANTS.

H. RUTTONJEE & SON.  
WINE & SPIRIT MERCHANTS.

## JOINT STOCK SHARES.

Hongkong, May 23rd.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	Nominal.
Banks—		
Hongkong & Shai.	\$125	\$730, buyers
National B. of China	20	\$61, buyers
Bell's Asbestos E.A.	128 6d	\$75, sellers
China-Borneo Co.	12	\$102, sellers
China Light & P. Co.	\$10	\$64, buyers
China Provident	\$10	\$9, buyers
Cotton Mills—		
Evo.	Tls. 50	Tls. 58.
Hongkong		\$114.
International	Tls. 75	Tls. 60.
Laou Kung Mow	Tls. 100	Tls. 77.
Soychow	Tls. 600	Tls. 200.

ON LONDON.—

Telegraphic Transfer ..... 191

Bank Bills, on demand ..... 191

Bank Bills, at 30 days' sight ..... 191

Bank Bills, at 4 months' sight ..... 101

Credits, at 4 months' sight ..... 101

Documentary Bills 4 months' sight ..... 101

ON PARIS.—

Bank Bills, on demand ..... 228

Credits, at 4 months' sight ..... 231

ON GERMANY.—

Bank Bills, on demand ..... 185

ON NEW YORK.—

Bank Bills, on demand ..... 441

Credits, at 60 days' sight ..... 458

ON BOMBAY.—

Telegraphic Transfer ..... 137

Bank, on demand ..... 137

ON CALCUTTA.—

Telegraphic Transfer ..... 137

Bank, on demand ..... 137

ON SHANGHAI.—

Bank, at sight ..... 741

Private, 30 days' sight ..... 751

ON YOKOHAMA.—

On demand ..... 89

ON MANILA.—

On demand—Pesos ..... 89

ON SINGAPORE.—

On demand ..... 784

ON BATAVIA.—

On demand ..... 1094

ON HAIPHONG.—

On demand ..... 84 p.c. p.m.

ON SAIGON.—

On demand ..... 8 p.c. p.m.

ON BANGKOK.—

On demand ..... 81

SOVEREIGN, Bank's Buying Rate, 10.85

GOLD LEAF, 100 fine, per tael ..... \$56.80

BAL SILVER, per oz. ..... 24.1

SUBSIDARY COINS.

percent.

Chinese 20 cents pieces ..... \$7.95 discount.

Hongkong 20 " ..... 8.45

" ..... 7.25

" ..... 7.85

OPTIMUM.

May 23rd.

Quotations are—

Malwa New ..... \$950 per picul.

Malwa Old ..... \$1030

Malwa V. Old ..... \$1070

Persian fine quality ..... \$8500

Patna New ..... \$1190 per chest.

Patna Old ..... \$1140

Banaras New

Eungres Old.

Printed Matter and samples ..... 10.00 p.m.

Registration ..... 10.00 A.M.

Registration, with late fee of 10 cents, up to 10.45 A.M.

Letters ..... 11.00 A.M.

Saturday, 30th, 11.00 A.M.

No late fee.

Letters ..... 11.00 A.M.

Saturday, 30th, 11.00 A.M.

No late fee.

Letters ..... 11.00 A.M.

Wednesday, 3rd, 11.00 A.M.

Printed Matter and samples ..... 10.00 A.M.

Registration ..... 10.00 A.M.

(Registration, with late fee of 10 cents, up to 10.45 A.M.)

Letters ..... 11.00 A.M.

Printed Matter, and samples ..... 2.00 P.M.

Registration ..... 2.00 P.M.

(Registration, with late fee of 10 cents, up to 2.45 P.M.)

Letters ..... 2.00 P.M.

Printed Matter, and samples ..... 2.00 P.M.

Registration ..... 2.00 P.M.

(Registration, with late fee of 10 cents, up to 2.45 P.M.)

Letters ..... 2.00 P.M.

Printed Matter, and samples ..... 2.00 P.M.

Registration ..... 2.00 P.M.

(Registration, with late fee of 10 cents, up to 2.45 P.M.)

Letters ..... 2.00 P.M.

Printed Matter, and samples ..... 2.00 P.M.

Registration ..... 2.00 P.M.

(Registration, with late fee of 10 cents, up to 2.45 P.M.)

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(Registration, with late fee of 10 cents, up to 2.45 P.M.)

Letters ..... 2.00 P.M.

Printed Matter, and samples ..... 2.00 P.M.